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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

50X1-HUM

COUNTRY Poland

REPORT

SUBJECT Present Status of Polish Shipping on the Oder River:
Tugs in Use/Navigation Regulations/Personnel/Security.

[Redacted Box]

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[Redacted Box]

1. "The Polish state shipping enterprise on the Oder River is known as Panstwowa Zegluga Na Odrze. Its schedules and navigation regulations change nearly every month. One cannot say, therefore, how long the present schedules and regulations, which date from the most recent reorganization, February 1952 (?), will remain valid. [Redacted] information is as of 1 October 52.

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2. "The names of tugboats [Redacted] Comment: This was translated throughout as 'haulers' are constantly being changed, and this adds to the confusion. During the summer and early autumn of 1952 the names of at least 10 tugs were changed without public explanation.

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The old KATOWICE is now the TURAWA.
The old PARTYZANT is now the NER.
The old HETMANN ZOLKIEWSKI is now the PSTROWSKI.
The old CZAJKOWSKI is now the OLZA.
The old KORDECKI is now the OPOLE.

While the removal of old patriotic Polish names can be understood, nobody can explain why the WROCLAW tug is now the PILICHOWICE.

Shipping Roster

3. "According to the new schedule, the Oder River is divided into five main sections:

- I. Gliwice - Kozle (Gleitwitz-Cosel)
- II. Kozle-Wroclaw-Redzin (Cosel-Breslau-Ransern)
- III. Wroclaw-Redzin-Gryfino (Breslau-Ransern-Greifenhagen)
- IV. Gryfino-Szczecin (Greifenhagen-Stettin)
- V. Szczecin - Swinoujscie (Stettin-Swinemuende).

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I. GLIWICE - KOZLE:

4. "The following Polish tugs are in operation on this section of the Oder:
- a. BOBER, 180 HP, American Type. Captain: Wilhelm Slowik.
 - b. OLAWA, 100 HP. Old German Type taken over at the end of World War II. Captain: (fnu) Mnich.
 - c. KOTEC, 100 HP, built in 1948 in the Januszkowice dockyard near Kozle. In July 1952 this tug carried the name KASZUB. Captain: Josef Reinert.

5. "A trip along this section of the Oder takes about 24 hours. This is quite a long time, but navigation on the Gliwicki Canal is rather difficult at present [] because it has not been cleaned for a long time. West of the sluice in Lebedy, for example, the canal is choked with mud. Navigation is often delayed by such conditions.

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II. KOZLE - WROCLAW - REDZIN:

6. "New convoys are formed at Kozle. A special small tug, the PODHALANIN, is used here for the local formation of these river convoys.

7. "The following Polish tugs are in operation on this section of the Oder:

- a. WIDAWA, American type. Captain: Alfred Mnich.
- b. OBRA, American type. Captain: Frantisek Komander.
- c. BUCZEK, 220 HP, American type. [] out for repair.
- d. BOZYMIR, 250 HP, Dutch production. Captain: Piotr Ptak.
- e. NADBOR, 250 HP, Dutch production. Captain: (fnu) Szkorlik.
- f. ZBYSZKO, 250 HP, Dutch production. Captain: Jan Sapok.
- g. RADOSLAW, 250 HP, Dutch production. Captain: Hubert Sapok.
- h. SWIATOPELK, 250 HP, Dutch production. Captain: Piotr Bekisz.
- i. SEDZIWOJ, 250 HP, Dutch production. Captain: Jan Reinert.
- j. CEWALISAW, 250 HP, Dutch production. Captain: Jozef Fesser.
- k. JURAND, 250 HP, Dutch production. Captain: Pawel Josek.
- l. SCIBOR, 250 HP, Dutch production. Captain: Jozef Josek.

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(All these tugs of Dutch production have steam engines and one screw-propeller.)

- m. WYSA, German steam tug, taken over at the end of World War II. Captain: (fnu) Sobota.
- n. MIESZKO I, German steam tug, taken over at the end of World War II. Captain: Piotr Fesser.

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- o. GORZOW, German steam tug, taken over at the end of World War II.
Captain: (fnu) Iwa.
 - p. LESZNO, 270 HP, German steam tug, taken over at the end of World War II.
Captain: (fnu) Wernike.
 - q. POLCZYN, German steam tug, taken over at the end of World War II.
 - r. TURAWA (former KATOWICE), 180 HP, German motorship taken over at the end of World War II. Captain: Leon Sapok.
 - s. NER (former PARTYZANT), 250 HP, German motorship taken over at the end of World War II. Captain: (fnu) Waliczek.
 - t. OLZA (former CZAJKOWSKI), German motorship taken over at the end of World War II. Captain: (fnu) Chudala (sp.?).
 - u. PILICHOWICE (former WROCLAW), 180 HP, former German motorship taken over at end of World War II.
 - v. PSTROWSKI (former ZOLKIEWSKI), 300 HP, former German motorship taken over at end of World War II.
 - w. DABROWSKI, 350 HP, motorship, under repair (Sept 52).
8. "Although this section of the Oder route is about four times as long as the Gliwicki Canal, the trip takes only 48 hours. All the locks have been restored to full operation. But a number of places still show utter negligence; eg:
- The entrance to the sluice in Katy, near Opole (Oderhof near Oppeln).
 - The lock entrance at Grossowice (Groschowitz).
 - The point below the bridge in Olawa (Ohlau) where the sand has formed alluvial deposits.
9. "The new convoys are formed below the last sluice near Redzin. Some barges proceed from this point with tugs, while others leave without any assistance if the loadings are independent of a time schedule. In such cases the barges take at least eight days to travel from Redzin to the Szczecin harbor. Barges drawn by tugs need five days at most to travel from Redzin to Szczecin.

III. WROCLAW - REDZIN - GRYFIMO:

10. "The following Polish tugs are in operation on this section of the Oder:
- a. ZYWIJA, 500 HP, steamer engine, Dutch production, two screw-propellers.
 - b. TRYGLAW, Steam engine, Dutch production, two screw-propellers.
Captain: (fnu) Gema.
 - c. LADA, steam, Dutch production, two screw-propellers. Captain: (fnu) Blachowski.
 - d. PERKUN, 500 HP, steam, Dutch production, two screw-propellers. Captain (fnu) Bieniek.

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- e. JAROWIT, steam, Dutch production, two screw-propellers. Captain: (fnu) Swirc.
 - f. DASBA (?) steam, Dutch production, two screw-propellers. Captain (fnu) Wolf.
 - g. KUPALA, steam, Dutch production, two screw-propellers, Captain (fnu) Buchwald.
 - h. SWAROZYC, steam, Dutch production, two screw-propellers.
 - i. DOLNY SLASK (former NANKIER), German steam tug taken over at the end of World War II. Captain: Reinhold Sapok.
 - j. SUDETY (former BOLKO I.) German steam tug taken over at the end of World War II. Captain: (fnu) Sapok.
 - k. KARKONOSZE (former KOPERNIK), German steam tug taken over at the end of World War II. Captain: (fnu) Sabota.
 - l. GUBIN, German steam tug taken over at the end of World War II. Captain: (fnu) Gross.
 - m. LUBAN, German steam tug taken over at the end of World War II.
 - n. SWOTORIA, German steam tug taken over at the end of World War II.
 - o. SWIDNICA, German steam tug taken over at the end of World War II.
 - p. KLODZKO (former ZAWISZA CZARNY), German steam tug taken over at the end of World War II.
 - q. OPOLE (former KORDECKI), German steam tug taken over at the end of World War II.
 - r. LECH, German steam tug taken over at the end of World War II. Under repair in the Szczecin dockyards as of late September 1952.
 - s. ZIELONA GORA, German steam tug taken over at the end of World War II. Under repair in the Wroclaw shipyard
11. "This is one of the more difficult sections of the Oder to navigate owing to poor maintenance. When the water level is low, shipping is often at a standstill. At such points as Gorzyca (Goeritz), near Kostrzyn (near Kuestrin), the alluvial sand deposits have only been temporarily removed. Navigation is also difficult in the Frankfurt/Oder - Slubice area. Some months ago construction started on a new highway bridge over the Oder. Now the railway bridge is being expanded, and a new autobahn bridge has been started. The convoys must be separated at these points because of the scaffolding, and the barges hauled through one by one with the aid of special small motor tug-boats. Frankfurt/Oder - Slubice is an obligatory night stop.

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IV. GRYFINO - SZCZECIN:

12. "This section of the Oder can be covered in six hours, at the most. Much longer convoys are made up for this section, and they are drawn with some especially efficient, fast tugboats.
13. "The following Polish tugs are in operation on this section of the Oder:
- a. MSCINOW, 250 HP, steam, Dutch construction.
 - b. MISTWIN, 250 HP, steam, Dutch construction. Captain: (fnu) Wagner.
 - c. BRONISZ, 250 HP, steam, Dutch construction.
 - d. BOZYDAR, 250 HP, steam, Dutch construction.
 - e. STARGARD, German ship taken over at the end of World War II.
 - f. SLBICE, German ship taken over at the end of World War II.
 - g. KARPACZ, German ship taken over at the end of World War II.
 - h. REGINA, German ship taken over at the end of World War II.
 - i. REJTAN, German ship taken over at the end of World War II.
14. "Three Italian 'construction haulers' of 200 HP each are also in operation on this section of the Oder. One, the KRYZETOF, was under repair in the Wroclaw shipyard. Another, the ANNA, is assigned to the WOP for patrol purposes.

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V. SZCZECIN - SWINOUJSCIE:

15. "This may be considered an additional part of the Oder River system. A few barges are sent to Swinoujscie harbor to take so-called 'complementary loadings' as the Szczecin harbor is not deep enough to permit the loading there of the larger oceangoing vessels to their full capacities. No regular tugboats are detailed to this section. The barges proceeding from one harbor to the other are often hauled by harbor pilot tow-boats or by small deep-sea vessels.

Navigation Regulations

16. "Although the new regulations issued after the Polish-German Conference on Oder Navigation, in February 1952, were designed to 'facilitate' river navigation, they have actually introduced new difficulties. Before these new regulations were introduced, navigation was allowed only during the daylight hours. All convoys were forced to stop at sunset, but the convoy captain could choose a suitable place. Now special stopping points have been established all along the Oder River, and only at these points may convoys stop for the night. If sunset is coming when the next stopping point is rather distant, a convoy must stop at the nearest one, though it still be daylight. This naturally makes the trips take much longer.

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17. "The first compulsory stopping point is the 535th kilometer-stone on the Oder at Milow (Mushlow), west of Krosno (Grossen), not far from the point where the Nysa River joins the Oder. Special installations have been set up here for three kinds of control:

- a. Navigation control, which is carried out by a section of the state shipping enterprise, Panstwowa Zegluga Na Odrze.
- b. Customs control.
- c. Special WOP control, which checks particularly to see whether any refugees are trying to be smuggled out.

As a rule, the controls in Milow take at least six hours. Sometimes they last as long as 48 hours, if there is a tie-up of barges or if the WOP post has received information that an escape is being attempted. The Milow stopping point is a frontier point.

18. Further obligatory stopping points are located at:

- (a) At the 566th kilometer-stone, near Urad (Aurieth).
- (b) At the 583rd kilometer-stone, near Slubice (Frankfurt/Oder).
- (c) At the 595th kilometer-stone. There are no villages near this point on the Polish side of the Oder. The nearest town on the German side is Lebus. The stopping point is located on the Polish side, where there is a WOP post.
- (d) At the 602nd kilometer-stone, near Gorzyca (Goeritz).
- (e) At the 626th kilometer-stone, in Kostrzyn harbor (Kuestrin). At this point many of the tugboats ('haulers') refusal.
- (f) At the 650th kilometer-stone, near Stare Lysogorki (Alt-Lietzgoericke).
- (g) At the 674th kilometer-stone, near Bielinek (Bellinchen). This point is close to a gravel and sand quarry.
- (h) At the 703rd kilometer-stone, at Widuchowa (Fiddichow). This is a frontier point controlled by WOP and customs officials and by employees of the state shipping enterprise. The building of the controlling authorities is located on the northern outskirts of Widuchowa, between the cemetery and the site of the former factory which burned down. The WOP barracks are located near the old ferry, also on the northern outskirts.

19. "This control point was shifted to Widuchowa in the middle of 1952. Previously, it was located at Gryfino (Ereifeenhagen). Now, from Widuchowa, the convoys proceed into the harbor area. Passing Gryfino, they are directed to Regalica, a suburb of Szczecin, where the last division of convoys is made. From this point the individual barges are directed to various quays in Szczecin harbor itself.

20. "The strict ruling that Polish navigation on the Oder River may proceed only during daylight hours was amended in later summer 1952. In order to meet new norms it has often been necessary to make trips at night, but these are allowed only in the return direction: Szczecin to Koals.

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21. "Crews [] are obliged to make the tour to Szczecin and back at least once every month. Generally the barges spend at least ten days in the Szczecin harbor, unloading their shipments and waiting to take on new loadings. In order to make fast time, convoys return to Kozle without any stops. During night navigation the tugboats must train special searchlights on their barges, so that nobody can jump off and escape across the German frontier.

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Premiums and Wages

22. "If a Kozle river crew does not manage to cover within one month the route Kozle-Szczecin and return, it is not entitled to receive a premium. The men receive only their basic wages.
23. "One factor which determines the size of premium payments is the weight load carried (Premie za tono-kilometry). The premium rate on this basis is:

Helmsman: 3 zlotys per 1,000 tons per km.
 "Bossman": 2.75 zlotys per 1,000 tons per km.
 Helpers: 2.50 zlotys per 1,000 tons per km.

At this rate the premium for the bossman covering the whole route Kozle-Szczecin (620 km) with a full freight load on his barge is 511.50 z. Thus, with a basic wage of approximately 600 z. per month, the bossman who manages to make the Kozle-Szczecin and return trip in one month with a full load in both ways, will receive approximately 1,100 z. per month. To this amount may be added a small premium for special speed in certain segments of the river. This will increase the monthly income another 100 z.

24. "Crew members must pay for their food en route out of their own wages. Per diems have been cancelled. Free issue of uniforms is also virtually a thing of the past. Theoretically all members of river crews used to receive one pair of shoes, one overall, and one pair of uniform trousers each year, one uniform jacket each second year and one coat every fourth year. In practice nearly all crew members during the past five years have received only one pair of shoes, two or three overalls and only one complete uniform. They have had to pay for shoes, which are very expensive, out of their own pockets.

Personnel

25. "The central board of Panstwowa Zegluga na Odrze has offices in Wroclaw, on Kleczowska Street, near the town harbor.
26. "The head of this organization, until September 1952, was (fnu) Korek, who had been an active member of the PZPR. He had no qualifications for heading a shipping organization because previously he had been a baker. At the beginning of this September Korek was unexpectedly relieved of his post. No successor had been named. [] Panstwowa Zegluga na Odrze was being directed by the Deputy Chief, Henrik Schmidt, a real expert in river navigation, who was transferred to the central board from his previous post as director of Kozle harbor.

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27. Schmidt was replaced as director of Kozle harbor by another expert, (fnu) Milke. Other members of the Kozle harbor management at the end of September 1952 were:

- a. Deputy Chief: (fnu) Adamczewski
- b. Technical Manager: (fnu) Gula, one of the most active members of the Communist Party in the management. His deputy was Franciszek Grosz.
- c. Head of repair Shops: (fnu) Sapok. His deputy was Ryszard Grosz.
- d. Head of Personnel: (fnu) Kulik, a very active member of the PZPR who recently finished political schooling. His predecessor, (fnu) Korzekwa, also a very active Communist, was fired for financial discrepancies in his section.
- e. Competition section: Headed by (fnu) Mikina, quite an active Communist, and Horst Reinert and (fnu) Radant, both active members of the Communist Party. It is commonly assumed in Kozle that Reinert, [redacted] is an agent of the UB and responsible for supervising all personnel in Kozle harbor.

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28. "Among the barge crews there is a certain helmsman named Augustyn Matek, who is a prominent member of the Communist Party [redacted]"

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29. "All river personnel are closely supervised by the Personnel Department. Agents accompany the convoys en route. There are special WOP guards at all stopping points. Searchlights burn at these points all night, and WOP soldiers stand duty on the 'ramps'."

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